Loading Capacity of Ships

886. DR. B.B. DUTTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the load carrying capacity of the largest ships that can sail to and from Calcutta and Haldia ports with how much improvement is achievable in this regard with regular dredging; and

(b) the specific objectives envisaged for the proposed minor all-weather deep water port at Kantabaria in the Kulpi region of South 24 Parganas of West Bengal and in what manner it is going to be related to the Calcutta/Haldia system?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) The largest vessel that can sail to and from Calcutta is about 12,000 DWT depending upon the construction of the vessel (bulk carrier, break bulk carrier or container carrier). As regards Haldia Dock Complex, the maximum size is 22,000 DWT for conventional vessels, 30,000 DWT for panamax vessels and 50,000 DWT for suezmax vessels. With normal maintenance dredging existing depths can only be maintained but not improved. Depths can be improved only by capital dredging.

(b) No formal proposal for development of port in Kulpi has been received by Central Government.

Plan for Improvement in Draughts in Hoogly Estuary

887. SHRI DIPANKAR MUKHER-JEE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the present plan for improvement in draughts in Hoogly Estuary;

(b) the anticipated improvement in draughts in next 2-3 years; and

(c) the present Status of recessional dredging project over Jiggarkhali Flat?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKAT-RAMAN): (a) and (b) Calcutta Port Trust has plans to undertake the following schemes for improvement of draughts in the Hooghly Estuary during the 9th Plan period at an estimated cost of Rs. 290 crores:—

(i) Construction of a guidewall at the southern end of the Nayachara Island.

(ii) Construction of shore disposal terminal.

(iii) Trimming of Nayachara Island.

(iv) Capital dredging at Balarijig-garkhali Region.

In addition, maintenance dredging is also being undertaken annually by the Calcutta Port Trust.

(c) Capital dredging at Balari/jiggark-hali region is scheduled to be taken up during 9th Plan period.

Study on Long Term Revival of Hooghly Dock and Port Engineers Ltd.

888. SHRI DIPANKAR MUKHER-JEE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have constituted a Committee to undertake a study on the long term revival of Hooghly Dock & Port Engineers Ltd.;

(b) whether the study was to be completed in six months;

(c) whether the Committee has given its report; if so, the salient features of the revival package including financial restructuring; and

(d) if not, the reasons therefor and the likely date of submission of the report?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKAT-RAMAN): (a) Government have engaged M/*s.* SCICI Ltd. (now merged with M*. ICICI Ltd.) to carry out the long term revival study of Hooghly Dock & Port Engineers Ltd.

(b) Ms. ICICI Ltd. was asked to submit the report within four months, i.e., by the end of July, 1997.

(c) and (d) Ms. ICICI Ltd. has recently submitted a draft preliminary report. They are, however, awaiting certain input from National Ship Design & Reserach Centre (NSDRC), Visakhapatnam. This has since been given to M/s. ICICI Ltd. who are likely to submit their final report on the long term revival of HDPE shortly.

New National Highways in Gujarat

889. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply to Unstarred Question 4236 given in the Rajya Sabha on the 14th May, 1997 and state;

(a) the present length of National Highway in each State;

(b) whether it is a fact that the total length of NH in Gujarat is much less than as compared to other States;

(c) if so, the action Government have taken or propose to take in order to give justice to the State in this regard; and

(d) the funds earmarked for the development of NH in the State during the Ninth Plan period and the current financial year?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) A statement showing details is given below.

(b) and (c) Since National Highways are intended to serve National interests as distinct from local interests, Roads are declared as National Highways keeping in view the country as a whole and not on any 'regional area/populationState basis.

(d) The 9th Plan is yet to be finalised. However, for the corrent year 1997-98, the State Government of Gujarat has been allocated funds to the tune of Rs. 35 crores for the development of National Highways.

Statement

Length of National Highway in Different States.

S. No.	Name of States	Total Length (Km.)
1.	Andhra Pradesh	2888
2.	Arunachal Pradesh	330
3.	Assam	2296
4.	Bihar	2547
5.	Chandigarh	24
6.	Delhi	72
7.	Goa	229
8.	Gujarat	1631
9.	Haryana	698
10.	Himachal Pradesh	854
11.	Jammu & Kashmir	648
12.	Karnataka	1996
13.	Kerala	940
14.	Madhya Pradesh	2946
15.	Maharashtra	2918
16.	Manipur	431
17.	Meghalaya	472
18.	Mizoram	551
19.	Nagaland	113
20.	Orissa	1649
21.	Pondicherry	23
22.	Punjab	892
23.	Rajasthan	2931
24.	Sikkim	62
25.	Tamil Nadu	1896
26.	Tripura	200
27.	Uttar Pradesh	2733
28.	West Bengal	1638
	TOTAL:	34,608

Merchant Vessels Sank in Indian Waters

890. SHRI JANARDHANA POOJ-ARY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a number of Merchant Vessels sank in Indian waters in the month of June 1997;

(b) If so, the loss of life and property as a result thereof and the names of such